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Nor' West Miner

EDMONTON, ALBERTA

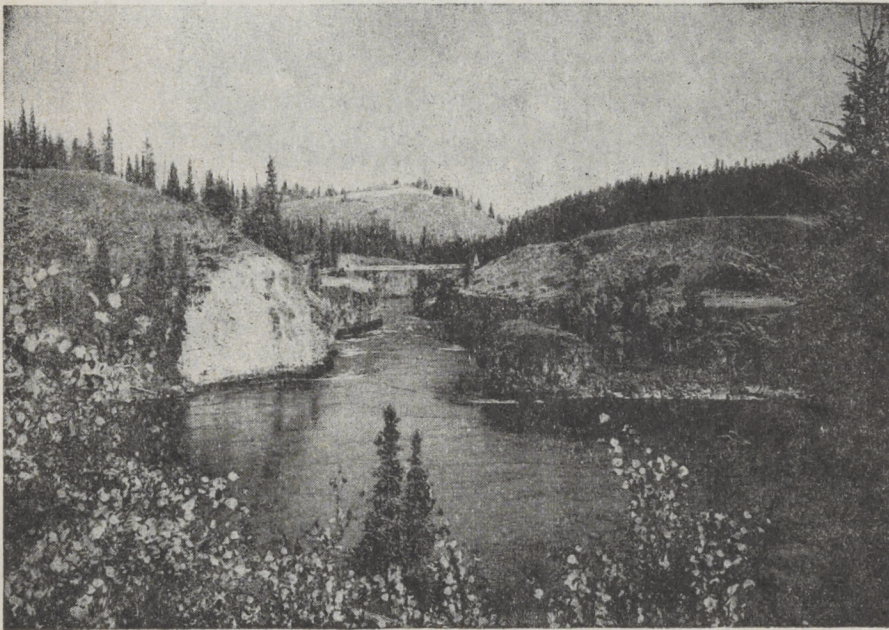
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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

Says the Miner . . .



"I hear the tide of pioneers
Of cities yet to be
The first low wash of waves
Where soon shall roll a human sea."

(Whittier.)

1885 . . .

A company of land seeking pioneers were riding a typical Alberta trail. Hour after hour, day after day, the trail wound its course round grass edged lakes, over undulating timbered ridges, interspaced with wide park like lands. It was a country of scenic beauty. Said one of the party, as they halted on a ridge for a look ahead, "I can see for these vast lands, a tremendous population of the world's best people. Yonder, on those high banks, I see, in the immediate future a splendid city, throbbing with the matchless energy of a virile people. Along this trail which we follow today, soon will come giant locomotives, fast motor cars, with aeroplanes humming overhead. I see carpets of golden grain; fields in which fat cattle feed; splendid country farms; rich and busy mining; oil and timber industries. Today it is only waste land which we tread, but tomorrow will bring a wealth of riches."

* * *

1947 . . .

Those blazers of the western trails knew the worth of the lands they trod. Today, the forecast, made around the old camp fires, has come to pass. A great City—Edmonton—now rests on the banks of the Saskatchewan River, surrounded by rich farmlands, and almost untold quantities of oil, timber and minerals. It is a thriving hub of Western industry. Five railways converge on it and the greatest airport in the West lies at its door. It is the Gateway to Alaska over the superb Alaska Highway. The portal through which the great Northlands draw mining and other supplies along its waterways and highways. Today its streets echo to the busy feet of numerous newcomers, all intent on making homes and industry within its doors.

* * *

Thus Edmonton in turning over a new leaf of the years to come, knows that those sturdy pioneers of the 80's were not far out when they forecast its future.

The Nor'West Miner extends its greetings to all its friends and others who believe in Edmonton's future and wishes them a Merry Xmas and a Prosperous New Year in 1948.

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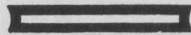
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OIL LANDS OF THE WEST

Think it over, Alberta and the N.W.T. are now recognized as containing the greatest potential opportunity for oil production of the future in Canada. The Leduc Oilfield bids fair to exceed the Turner Valley, Canol, Lloydminster and other areas, fill out the picture of the first new producing fields of the North West and the Arctic.

At the present time much is being made of the fact that oil production is not keeping up with world demands. For a long period of time oil stocks of North America have been looked upon as almost inexhaustable, although oil is what is known as a wasting asset. That is, once it has been mined and used it cannot be replaced excepting only by the discovery of new fields. There is the difference between the animal and the vegetable kingdom as compared with the mineral kingdom.

If one goes out hunting game you are reasonably assured that in future years Nature will replace your targets. The same applies to forestry and agricultural products, but mineral, and oil is a mineral, once recovered, can never be replaced. Hence "ghost towns" echo to the tread of coal or gold miners and oil drillers of the past. They are a stern reminder that Nature has its limitations.

Today, serious thought is being given to the question of new fields for oil recovery so that present day supplies can be kept constant and if possible increased. Hence the wave of oil prospecting that is sweeping, not only Canada, but almost the whole world. Oil, like gold, is where you find it. Certain areas of the world's surface have the formation that is necessary to trap oil and these pools of trapped oil can only be found by intensive and costly prospecting of potential oil producing areas.

Alberta is a province blessed with the greatest area of possible oil production in Canada. It not only has flowing wells, now producing, but it also has almost unbounded sources, for the production of oil by what are designated as synthetic processes.

The actual areas, which, according to geologists, in Alberta and the North West Territories are oil-bearing comprise a strip of land extending from the Arctic islands on the Mackenzie River to Coultts on the southern boundary line between Canada and the United States. This formation comprises practically the whole width of Alberta to the south and, gradually narrowing as it goes north, winds up on the Islands

in the Arctic. At the mouth of the Mackenzie it is 80 miles wide. In this area, there are known sources of what are designated as liquid hydrocarbons, namely natural gas, crude petroleum, tar sands and coal.



Black areas show the known potential oil areas existant in Alberta, the North-West Territories and the Canadian Arctic.

Today, whilst extraction of oil from tar sands, gas and coal is not being attempted owing to the cost of producing oil from these sources as compared with production of free flowing crude from drilled wells, intensive research is going on to assure processes that will enable oil to be produced from these sources at reasonable costs, when world supplies demand new sources from which to obtain oil.

However, the matter of the production of synthetic oil from such sources will only

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get serious consideration when all known potential trapped oil areas have been exhausted. The reason of course being a commercial one. Well oil can be produced the cheapest.

The known sources of liquid hydrocarbons in Canada are as follows:

B.T.U.s	
Natural gas	6,000,000,000,000,000
Tar sands	560,000,000,000,000,000
Crude petroleum ..	496,000,000,000,000
Coal	27,148,000,000,000,000,000

In this connection it is interesting to note that the Province of Alberta has practically the whole of the possible coal areas, the larger proportion of the gas areas—almost all the known oil or crude petroleum areas, and the whole of the tar sand areas.

The Alberta crude oil field has been proved at large intervening distances. The Turner Valley field in the south. The new Leduc field in the centre, with Lloydminster and other fields to the east and the extension of this possible oil bearing area has been proved by the discovery and production of oil at Canol almost on the Arctic Circle. This area is something like 1,700 miles north and south, tremendous in extent and still greater in the possibilities of huge oil production. Somewhere in Alberta foothills may lie another Turner Valley, capable of producing millions of barrels a year. The Leduc field is now characterized as being a million and a half or perhaps two million barrel a year field and has resulted from later prospecting outside of the Turner Valley and other southern areas. Somewhere on the prairies there may be a "Signal Hill", source of California's great oil production, in the making, with Canol, a mere dot on the vast areas in the North which have still to be explored for oil.

It can therefore be readily understood why all the major oil interests of the Americas are now engaged in an intensive hunt for the oil which is known to exist in the Alberta and N.W.T. field. That huge deposits will yet be found is only a matter of the future, for every day, the knowledge necessary to locate new fields is getting more accurate.

Forecasting Alberta's future position in the economy of the Dominion is not a difficult matter. It is bound to become the greatest oil producing province in the Dominion. When the flowing wells of crude oils, as used today, are exhausted, Alberta's

great assets in natural gas, coal and tar sands will ensure the establishment of costly hydrogenation and other plants for the turning of these known oil bearers to commercial use.

It should however be borne in mind that as long as oil can be obtained from free flowing oil wells, the use of synthetics must remain in abeyance owing to economic considerations.

ALASKAN EARTHQUAKES

The Tanana Valley, which has been the centre of many earthquakes recently is being investigated by seismograph scientists in an effort to discover and collect all possible data in connection with these disturbances. It is stated that seismograph at College Geophysical Observatory after recording at least 150 quakes between October 15th and the 19th, ceased to count still further. The centre of the disturbance has been placed at a point 10 miles southeast of Nenana, where cracks four feet deep have appeared and streets upheaved. At another spot aeroplane observers found a dry lake, in the centre of which two bull moose were having a battle royal. A fault, caused by the earthquakes is progressing towards the mountains and the Alaska Railway has taken precautions against accidents arising should it cut the railway. It is stated that the present movements have now expended themselves with tremors growing fainter, although, it is stated that more can be expected to continue for many months.

DISCOVERY YELLOWKNIFE MINES

Officials state that the drift on the 250 foot level is now entering a third high grade shoot. The last face of the drift showed visible gold and approximately 50 feet ahead is a drill hole which cut \$45.50 across four feet of vein quartz. The first high grade shoot was 100 feet long and averaged \$52.50 across four feet from channel sampling. The second shoot was 60 feet long and averaged \$32.55 across 2.8 feet while sampling across drift width of 6 feet averaged \$25.90. Big improvements are shown over surface indications at the 125 foot level. Development to date has outlined two parallel ore shoots 10 and 14 feet wide. Recent workings is in \$15 to \$18 ore.

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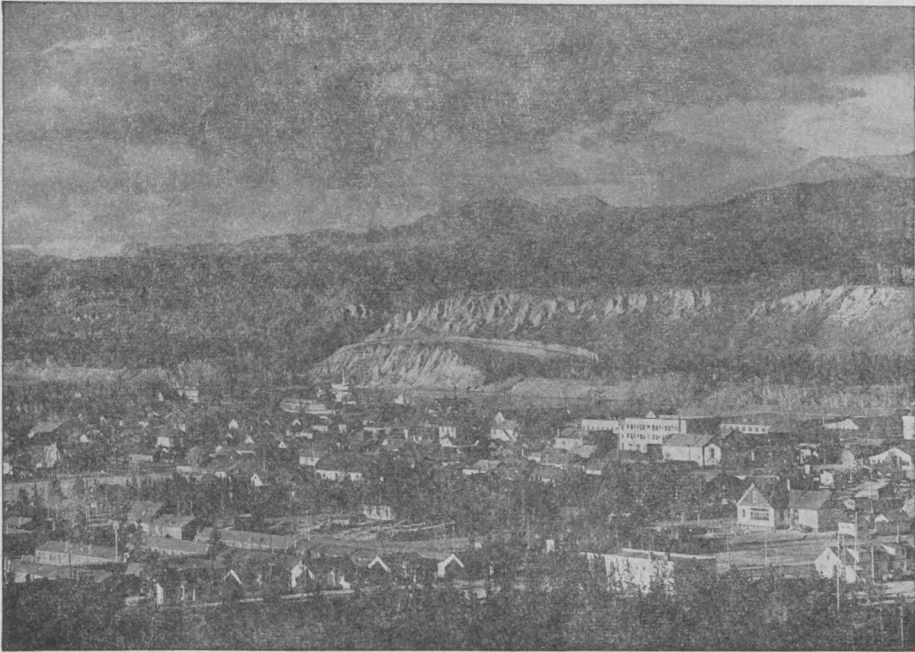
The Yukon Territory, first pioneered by the Hudson's Bay Company in 1670, owed its first real development to the Klondike Stampede of '98. It is now on the way for a second major development with the opening up of its vast 207,076 square miles by the Alaska Highway.

The Yukon—made famous by the romantic tales and poems of the '98 gold rush when Dawson, its capital city, received an influx of over 25,000 people, is now on the way for a second major development due to present day realization of its importance combined with that of Alaska as the key of the western backdoor to the American continent.

In 1670, the Yukon Territory became

miles of railway from the sea coast at Skagway to Whitehorse in the Yukon Territory. Here the railway connected with a steamer service down river to Dawson—400 miles. In the wintertime a stage route took the place of water transportation.

Today, conditions have completely changed in regard to Yukon transportation. In addition to rail and steamer service, a regular air service connects it with the



Town of Whitehorse, looking east.—C.P.R. Photo.

part of the huge grant of land given to the Hudson's Bay Company by King Charles II. A hundred years later rivalry in the fur trade made amalgamation with the North West Company, a rival of the Hudson Bay Co., a necessity and the two companies were merged together in 1821. The Hudson's Bay Co. gradually extended its trading posts between 1838 and 1852, but the Yukon remained an unknown land until in 1896 a gold strike was made on Bonanza Creek, a short distance from Dawson. There was gold there aplenty and so the Klondike rush made history. The result of this strike was the building of 110

outside. This service from Edmonton has brought the Yukon within a few hours of flying time not only of Edmonton but also with eastern centres. The Alaska Highway, an all weather road, has also contributed with truck and motor bus service, so now the Yukon is well within reach for further development.

Mining in the Yukon has Produced \$242 Millions in Gold

The presence of gold in the bars of streams feeding the Yukon River was first reported by officers of the Hudson's Bay Company in the 1850's, and later by a missionary stationed in the vicinity of Fort



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Yukon about 1862. Prospecting began in 1873 and fine gold was later discovered along most of the principal streams. By 1886 more than one hundred miners were working in Yukon, and gold to the value of thousands of dollars was recovered from Steamboat Bar on the Stewart River and Cassiar Bar on the Lewes River. By 1890 prospecting had spread to other streams, including Fortymile River, where coarse gold was discovered. The Sixtymile River placer field was found in 1892, and by 1895 its annual production had reached a value of \$250,000. This was the first area in the

Yukon were discovered, and also the deposits of the Whitehorse copper belt, the Mayo silver-lead district, and the Carmacks coal basin. In addition ores of gold, antimony, tungsten, zinc, arsenic, manganese, and iron were found in lode deposits, and tungsten, mercury, tin, platinum, and bismuth were found in placers.

Placer Mining

The climate and the nature and richness of the gold placers at first favoured hand methods of mining with the result that each claim soon became a productive mine in it-



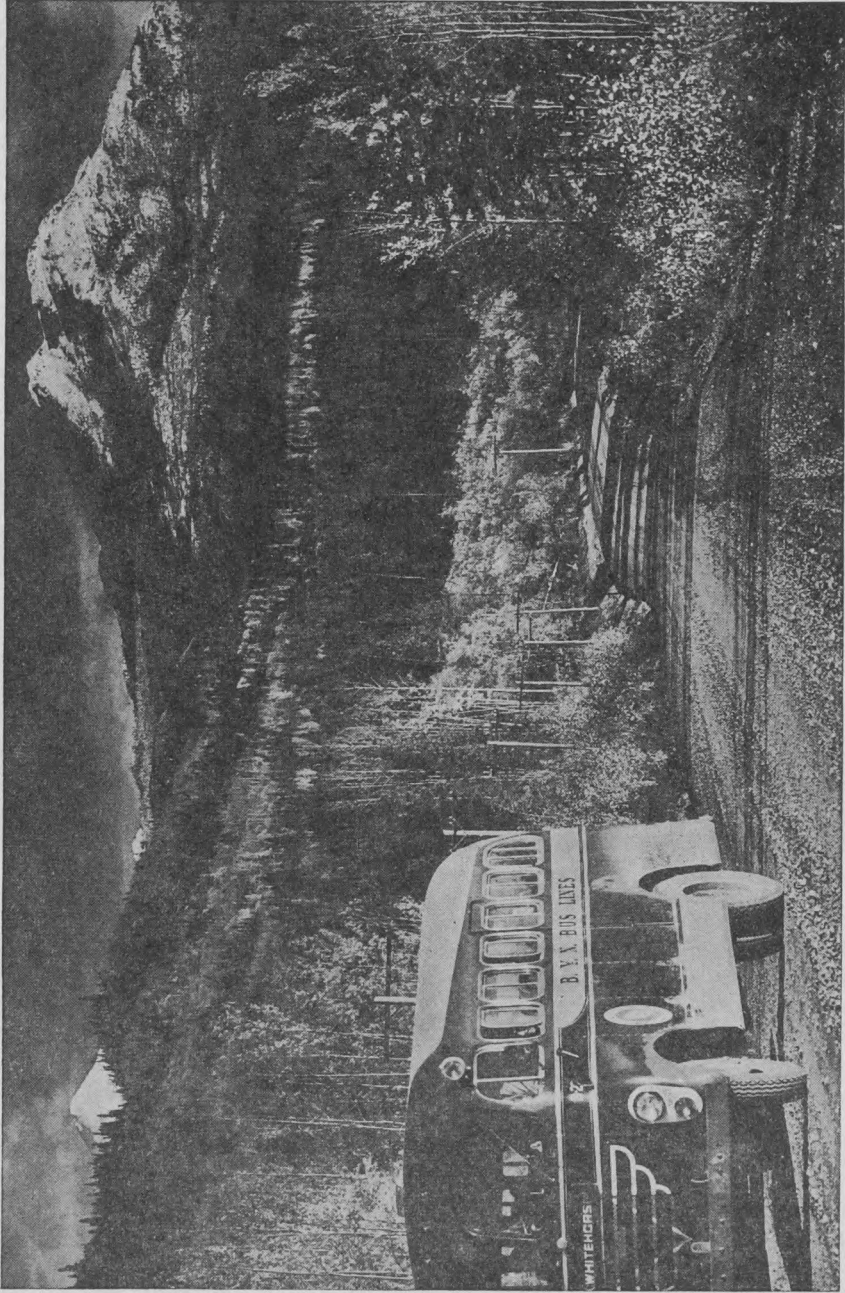
Dawson, Territorial Capital, Yukon River in background.

Yukon in which the creek gravels were the chief source of gold, in contrast to the river bars, as on the Lewes, Stewart, and Fortymile Rivers.

The smaller streams then became a field for prospecting and in August, 1896, the famous Klondyke placer creeks were discovered. Their amazing richness attracted miners from other parts of Yukon, and most of the better creeks of the district were quickly staked, while those of other areas, including Sixtymile, were deserted. The strike also attracted thousands of prospective miners who made their way to the Klondyke, and in the next ten years prospectors had spread out over the entire region. It was during this period that nearly all the known placer creeks in the

self. The output of gold rose rapidly and in 1900 it reached a peak value of \$22,275,000. By 1906 most of the rich, easily-mined ground was worked out, and in 1907 the value of gold production declined to \$3,150,000. The introduction of dredging in 1905, followed by an amalgamation of interests, resulted in increased placer production during the next few years, until in 1913 it reached a value of \$5,846,780, an amount which has not since been exceeded. The gradual exhaustion of the richer hydraulic and dredging grounds lowered the value of production to \$1,243,287 in 1923, and from then until 1932 the annual production was valued at less than \$1,000,000.

In 1932 a change of policy and management took place in Yukon Consolidated



The Alaska Highway near Lake Teslin, Y.T.

—C.P.R. Photo.

Gold Corporation, which had acquired practically all the reserves of the Klondike district. The possible reserve areas were explored and a development program lasting several years was undertaken. Prospect drilling proved the presence of huge reserves of pay gravels, including a virgin channel several miles long, which extended under the cabins of old-time miners who did not know of its existence. The rise in the price of gold quickened the revival of placer mining which followed improvements of method, organization, and mechanical equipment, and by 1939 the value of annual production had increased to more than \$3,000,000. This figure was maintained from 1940 to 1942, but in 1943 labor shortages resulted in fewer dredges being operated and restricted production to \$1,504,000. Gold production in 1944 declined to a value of \$916,993, but by 1946 it had risen to \$1,664,260. As additional labour becomes available, it is expected that more dredges can be manned in the post-war period, with a corresponding increase in output.

No separate records have been kept of the placer gold output of the other districts. The Sixtymile camp, which includes Miller, Glacier, and other creeks, as well as Sixtymile River, has been worked continuously for over fifty years. The introduction of modern dredging equipment in this area was planned for 1947. In the Mayo district, Hight and Haggart Creeks have yielded gold to the value of hundreds of thousands of dollars each, and several other smaller creeks have been worked since 1897. South of Klondike district, Black Hills, Mariposa, Scroggie, Barker, Kirkman, Canadian, and other creeks continue to be worked intermittently, their total production to date being large. Operations on Thistle and Henderson Creeks, with the aid of modern steel dredges, were expected to begin in 1947. Drilling carried out on Clear Creek, which lies between the Klondike and Mayo districts and which was worked on a small scale in the early days, proved the existence of many miles of pay gravel for operation with the aid of modern mechanical equipment. Dredging was commenced in the area in 1943 and has been continued since.

In southern Yukon a number of rich creeks that were worked in the past are now inactive, except for the few miners who return from time to time to gain a

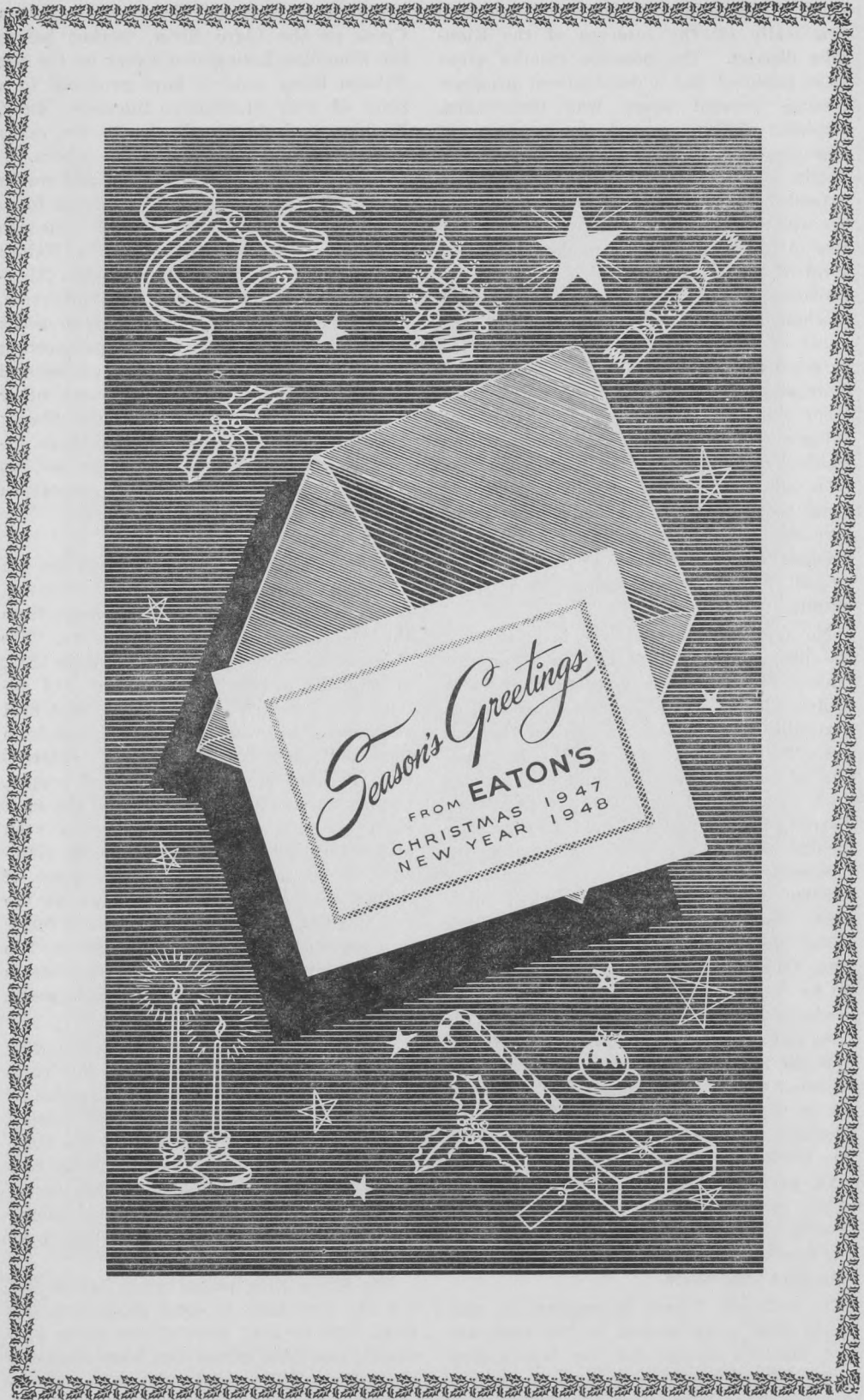
grubstake. Among these are Sayyee Creek on the Liard River, worked before the Klondike; Livingstone Creek on the Big Salmon River, said to have produced to a total of over \$1,000,000; Burwash, Ruby, Boulder, and Squaw Creeks in the areas west of Whitehorse; and many others. In the last few years exploration of old creeks has proved others besides Clear Creek to be worthy of development with modern methods. The construction of the Haines cut-off road, which meets the Alaska Highway about 95 miles west of Whitehorse, has provided easier access to placer creeks in southwestern Yukon, and prospecting has been carried on recently on several streams, including Mush, Iron, and other creeks, and the Bates River. On Shorty Creek mechanical equipment has been installed, and this creek is now by far the most important producer in southern Yukon.

Lode Mining

Lode mining in Yukon has not as yet attained the importance of placer mining, and most of the production has come from the Whitehorse and Mayo areas. The Whitehorse copper belt, discovered in 1897, is near the railway and therefore had advantages for early development. The first shipment of ore was made in 1900, and from then until 1912 production was intermittent. Because of the high price of copper, the output was continuous during the next eight years, and in 1916 reached a peak of 2,807,096 pounds of copper, worth \$763,586. With the lowering of the price of copper the camp was closed down at the end of 1920, although much material formerly regarded as ore is said to remain. The deposits are of the contact metamorphic type and are exceptionally rich, but spotty, and hard to follow.

The Mayo silver-lead veins were found by placer miners in 1906. Mining was commenced in 1913, and, with the exception of 1919 and 1920, some ore has been shipped from the camp each year since. The veins are exceedingly rich in silver, and large tonnages of ore containing 200 to 300 ounces to the ton and many pockets containing 1,000 or more ounces to the ton have been mined.

The Silver King property on Galena Hill was the first mine to enter production, but from 1920 to 1932 most of the silver produced came from mines that were discovered on Keno Hill several miles to the north-



east. In 1924 Treadwell-Yukon Corporation Limited built a 150-ton concentrator at Wernecke on the slope of Keno Hill, and this development enabled the mining of lower grade material. Following the decline in the price of silver below 30 cents per ounce, the mill at Wernecke continued to treat the ore in sight until 1932, when it was closed down. Interest then shifted to Galena Hill, where a small tonnage of high grade ore continued to be mined. The Calumet mine deposits were discovered on Galena Hill in 1934, and proved to be the largest and deepest ore-bodies yet found in the district. In 1935 the mill at Wernecke was moved to Elsa on Galena Hill and treated ore from the Silver King, Elsa, and Calumet mines until it was closed down in 1941. A few operators continued to mine and ship small tonnages of high grade ore.

In 1945, Conwest Mining Company, Limited, took an option on properties of Treadwell-Yukon Corporation, Limited, in the Mayo District, and later that year the Keno Hill Mining Company, Limited, was incorporated to acquire and work available holdings. Work on the property, including the repair of camp buildings and cleaning out of old workings, was undertaken in 1946, and it is expected that production will be resumed in 1947. Prospecting in the vicinity of Keno Hill was also undertaken in 1946 by Yukon Northwest Explorations Limited, and production is expected to get under way in 1947.

Some lode gold has been mined in the Klondike and Carmacks districts. In the Klondike several prospects have been worked at the heads of the placer creeks, the most important being the Lone Star mine between Bonanza and Eldorado Creeks. A lode gold discovery was made in the Carmacks district on Freegold Mountain in 1930 and since then many other lode prospects of gold and other metals have been found in that area. Gold has been mined from two properties, the more important of which, the Laforma mine, produced approximately 1,150 ounces of gold in 1939. Some silver and copper were also recovered by this company, which later closed down. A new interest in the property developed in 1946, and early in 1947 it was reported that an option to purchase had been signed by Transcontinental Resources, Limited.

In 1945, gold discoveries were made in

the vicinity of Victoria and Nansen Creeks, west of Carmacks, and options on several properties were obtained by Yukon Northwest Explorations Limited with a view to their development. By the end of 1946 a sufficiently large body of ore had been blocked out to warrant the formation of a new company known as Brown-McDade Mines, Limited. Considerable equipment was moved to the property during the winter of 1946-47, preparatory to erecting a mill in 1947. Prospecting on properties acquired in the vicinity of Nansen Creek was also commenced in 1947 by Conwest Explorations, Limited.

Construction of the Alaska Highway through southern Yukon opened up a new field for prospecting, and in 1945 drilling was undertaken by the Hudson Bay Exploration and Development Company Ltd., on a group of claims on Log Jam Creek in the Swift River district. Another company engaged in exploratory work on claims in Dublin Gulch in the Mayo District.

Aside from those mentioned lode discoveries have been made in many parts of Yukon, the most easily accessible being the gold, silver, lead, copper, and antimony occurrences in the Wheaton district. Several large persistent veins containing antimony have been prospected in the district, but no deposit of commercial grade has been found.

A few thousand pounds of tungsten concentrates were shipped in 1918 from the gold placers of Dublin Gulch in the Mayo district and from Canadian Creek in the Klotassin River area. The placers of Dublin Gulch again produced tungsten from 1941 to 1945. Veins and contact metamorphic deposits of tungsten-bearing minerals have been found near Dublin Gulch and near the head of Hight Creek.

Tin in the form of crystalline cassiterite was found in the placer gravels of Dublin Gulch in 1941, and later in many other placer creeks of the Mayo district, including Clear Creek. An estimate based on the meagre figures available suggests the presence of 200 or more tons of tin in these gravels. In 1943 a lode discovery assaying up to 1.53 per cent of tin was discovered on the north side of Dublin Gulch.

Future Prospects

To date production of minerals in Yukon has come from a few rich deposits. No

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area has been thoroughly prospected and little drilling has been done except for placers. Prospecting has been handicapped by the remoteness of the Territory and the length of the winter season, but much of the geology of areas that have so far received little active attention is favourable for the occurrence of minerals. This factor, together with the variety and widespread distribution of the lode and placer prospects, suggests the possibilities for expansion in mineral development.

Mining is, and will continue to be, the main export industry of Yukon Territory. It is an industry closely associated with transportation. Viewing transport possibilities broadly, it will be seen that most of Yukon is located within 500 miles of the ocean port of Skagway. The greater portion of the Territory, therefore, can be made one of the most accessible parts of Canada to world-wide ocean transport.

Summary of Mineral Production

	1943	1944	1945	1946	Total Production to end 1946
Gold ¹	\$1,584,660	\$916,933	\$1,221,258	\$1,664,260	\$213,813,104
Silver ²	23,690	13,788	11,824	26,124	21,021,058
Lead.....	7,347	4,758	5,976	3,520	4,389,604
Copper.....	.....	.....	.....	.....	2,711,695
Coal.....	.....	.....	.....	.....	803,192
Tungsten.....	10,122	3,780	.....	.....	18,315
Antimony.....	.....	.....	.....	.....	173
	\$1,625,819	\$939,319	\$1,239,058	\$1,693,904	\$242,757,141

¹Includes gold from the refining of silver, lead, and copper ores and a small amount from lode gold mining in addition to that from placer mining.

²Includes silver from the refining of placer gold as well as that from lode mines.

According to figures released by the Dominion Bureau of Statistics at Ottawa, the value of mineral production in Yukon Territory was as above.

Mining is not the only possible development in the Yukon. Tourist attractions are claimed to be superb and rivalling those of the national parks of Alberta. A trip down the Yukon River from Whitehorse by steamers with good accommodation, can be made right down to the Behring Straits to St. Michaels and Nome. There boats connect with Seattle and other Pacific Ports. Air services practically reach every settlement in addition.

As regards Yukon climate. During the days of the Klondike rush much noise was made as to the "below zero" weather, but the Yukon climate is little different from other parts of Northern Canada. It has hot summers and winters that whilst cold are bearable, although the days in winter

time are of short duration. Mean winter temperatures go from zero degrees in January to around 21 degrees at Dawson. It is true that in 1946 a minimum of 81 degrees below zero was recorded at the Snag airport, but this was exceptional weather.

The Yukon area has many miles of timbered areas carrying merchantable timber. During the summer months, the hills and valleys are aglow with all kinds of wild flowers, and small farming has been carried on successfully at many places. The Dominion government has established an experimental farm near Whitehorse.

Wild life is abundant throughout the territory—sheep, goat, moose, caribou and bear as well as numerous fur bearers.

Summing up the possibilities it is safe to state that with its present meagre population of some 7,581 people of whom only 5,928 (1941) census), are white, the Yukon

is bound to attract much attention, especially from mining interests, in the next decade.

HOLDS UP AEROPLANES

He was only three years old at the time but had fallen in love with aeroplanes. To get a closer view of airport operations, little Bobbie Ray wandered onto the airfield at Anchorage, after dark. Someone saw him and then things began to happen. All Air operation at the field was stopped whilst a search went on for Bobbie. Cars with searchlights swept the various air strips. Huge DC3's fully loaded with passengers were kept on the ground and the tower prohibited all landings or departures whilst the search for the young air enthusiast went on. Eventually he was found, after a half hour's search, huddled up on a strip in front of one of the hangars and so air business once again became normal.

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In the Mackenzie District of the Northwest Territories

CAPITAL

Authorized: 3,000,000. Issued: 1,997,000, of \$1.00 Par Shares.

PROPERTIES

Negus Mines, 6 Claims—Payne Option, including Banks Estra Group 36 Claims—and 90 Additional Claims in District.

PRODUCTION

Total to End of October, 1947, \$5,761,209.

PRESENT OPERATION

- (a) Normal production from 60-ton mill.
- (b) Deepening shaft to 1,900 feet and crosscutting to new shear zone from 1,775 level.
- (c) Increasing capacity of mill to 125 tons daily.

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Ole Hagen, Director Weston.	A. W. Hunter, K.C., Director Toronto.
G. M. Huycke, K.C., Director Toronto.	W. Malcolm McIntyre Secretary-Treasurer, Toronto.
J. G. McNiven, M.A.Sc. Mines Manager, Yellowknife, N.W.T.	

METALLURGICAL CONSULTANTS

Dunn & Dowsett, Toronto.

SOLICITORS

Osler, Hoskin & Harcourt, Toronto.

AUDITORS

Gunn, Roberts & Co., Toronto.

TRANSFER AGENTS AND REGISTRARS

The Toronto General Trusts Corporation, Toronto.

BANKERS—BANK OF MONTREAL

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410 Royal Bank Bldg., 2-8 King St. E.
Toronto.

MINE OFFICE:

Yellowknife, Northwest Territories
Canada.

WINTER ROAD FROM HAY RIVER TO YELLOWKNIFE . . .

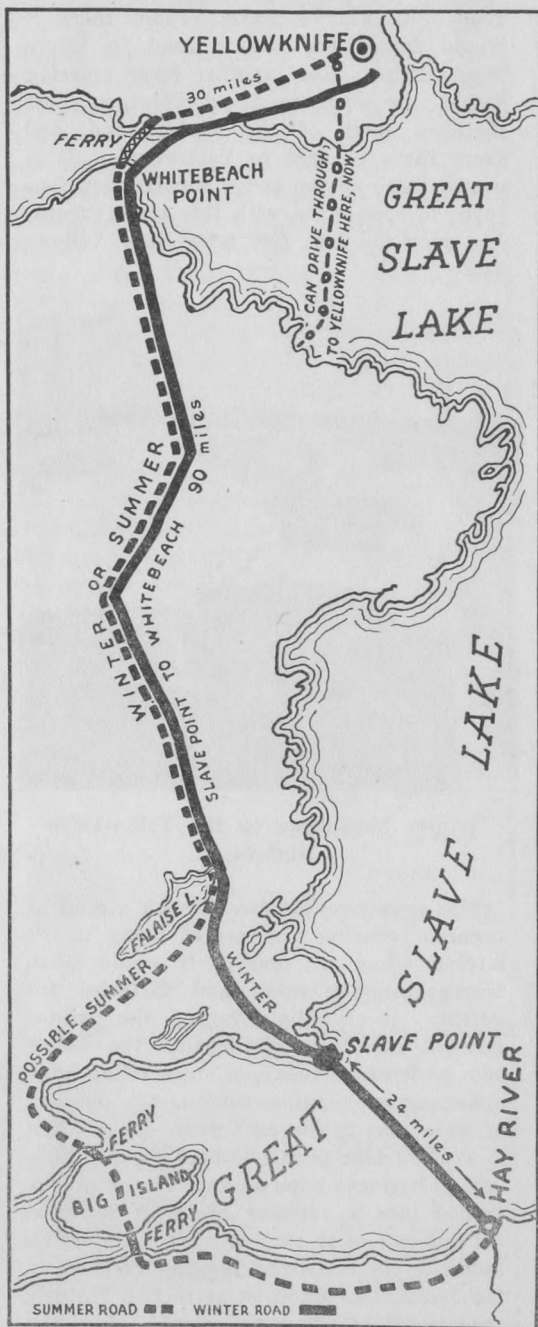
With the completion of the Grimshaw-Hay River Highway which terminates at Great Slave Lake, the question of avoiding crossing the huge stretch of Great Slave Lake from Hay River to the Yellowknife during the winter months is now being considered.

The present situation in connection with freighting to the Yellowknife on the most economical basis is the fact that the crossing of Great Slave Lake during the winter months now is the most expensive and difficult section of the route. Hitherto the route which has been followed by necessity is a circuitous one hugging the islands on the east side of the lake to avoid the pressure ridges, open cracks and wind swept areas of the unsheltered middle lake areas. This has resulted in more work, more costs and longer time to land freight across the lake than to bring it by road from Grimshaw to Hay River.

To avoid these conditions a movement has been started by the people of Yellowknife to scout out a new route, which, would be shorter by one hundred miles, and allow trucks to be used, instead of the slower moving caterpillar over the whole route. This route would, as a winter road, leave Hay River and cross the lake to Slave Point on the west side of the lake, a distance of 24 miles. From there it would travel overland, through easy open country to White Beach Point a distance of 95 miles. At White Beach Point the road would again cross the lake at a rather narrow point a distance of five miles and from there follow east to Yellowknife a distance of 30 miles.

At the present time tractor and truck trails are in existence for about 30 per cent of the distance from Yellowknife which have already been used thus obviating much work over them. The route has been cruised out by air and an appropriation has already been made by the North West Territories administration amounting to \$750 which is to be used to blaze out the route directly weather conditions permit. The total cost of making the whole distance into a good winter trail is stated to be around \$20,000, and it is stated that the administration favors the expenditure of this sum, so that the trail can be used during the coming winter freighting season.

By a few adjustments as to route, the greater part of the road is being surveyed so as to permit of it being eventually turn-



Route would eliminate crossing Great Slave Lake, where pressure ridges make travel slow and costly, and save 100 miles.

ed into a summer highway. The summer route would follow west along the shores of the lake to Big Island—there a ferry crossing would be installed. Crossing Big Island by road, another ferry would connect with the mainland, and from there would follow the lake shore, connecting with the winter road near Falaise Lake. From there it would follow the winter road to White Beach Point. Here another ferry crossing would be made to Trout Point, a short distance north of the winter road, and from there go east to Yellowknife. It is stated there are no heavy construction features in connection with this road, excepting over the last few miles into Yellowknife.



Winter Freighting on the Yellowknife Highway.

The economic features of such a road as regards reducing the cost of living in the mining areas are many. It would mean better communication and facilities for getting in supplies during the winter months, especially eliminating the necessity, as it exists today, of stock piling huge quantities of supplies pending the opening of water navigation each year. In addition it would enable people to plan cheaper holiday or business trips as once this road was turned into a summer highway it would cut out expensive air travel now almost an impossibility for many families resident in the North. As a tourist attraction feature, thousands of tourists would visit the North, if a highway was available for summer travel.

However, the most important objective at

the present time is the furnishing of a winter trail right into Yellowknife, which would ensure a considerable lowering of retail prices on all kinds of goods for family use, and mean lower mining costs especially as regards the feeding of crews and transportation of machinery.

Mr. N. Cinnamon, who has been many years in the North and knows the country well through which the suggested road would pass was the first to outline this change in routes. He addressed the Yellowknife Board of Trade concerning the same after making an aerial trip over the country at his own expense and is now arranging for a ground cruise of the route. Accompanying him on his preliminary cruise were Slim Loken, Peter Tulk, and Sandy Scott, representing the Board of Trade. Also Vic Ingraham and Fred Fraser, Dominion Land Agent. All expressed favorable opinions as to the possibilities of the project.

AIR RATES IN THE NORTH

There will be considerable travel over the Grimshaw-Great Slave Lake Highway to Hay River this coming winter. However, few cars will cross the huge expanse of Great Slave Lake unless they have to, even though tractor trains do. Perhaps many will travel by road as far as Hay River and then take a plane to the Yellowknife. Here is where the rub comes in. The distance from Hay River to Yellowknife by air is 120 miles. The airplane fare is \$28.00 or around 23 cents per mile. Not out of the way, many may say, but the distance by air from Yellowknife to Peace River is 470 miles (approx.), the air plane fare is \$60 or around 12½c a mile. Mileage rate is almost twice as much to fly 120 miles to Hay River, as it is to fly twice the distance from Yellowknife to Peace River. This is an obvious case for the Board of Transport to consider in adjusting air rates to the North. It should be noted that the air facilities such as landing strips, beam stations, are all maintained at public expense by the Dominion Government, and not by the air companies who use these facilities.

Two girls were quarreling. Said the one: "Not only that, but you get positively uglier every day."

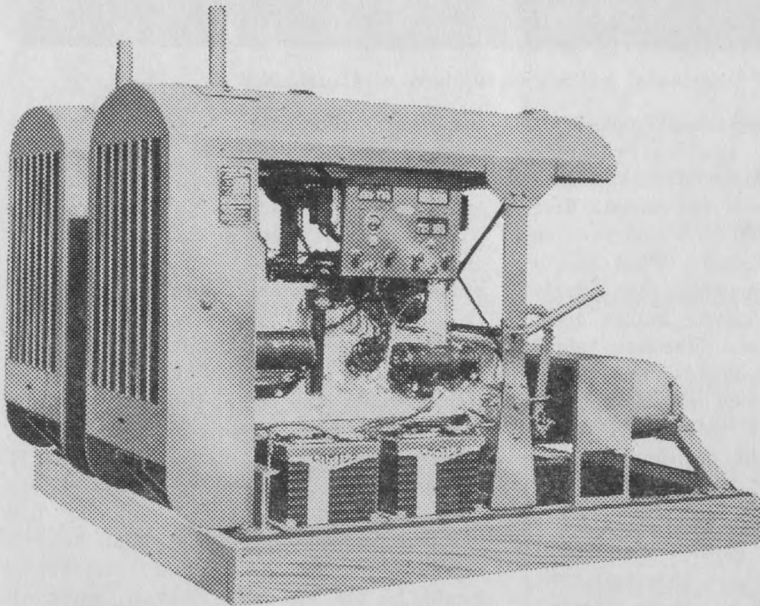
Replied the other one: "Another thing I can do which you cannot" . . .

ALASKA RAILWAY TO COST \$200,000,000

When the Alaska Highway was first surveyed by U.S. Engineers it is stated that instructions included keeping the grades down to railway standards, evidently with the idea of turning the highway into a railroad at some future date. It is interesting to note that despatches from Washington state that plans are under way to construct a railway costing some \$200,000,000 from Western U.S. points via British Columbia to Fairbanks, Alaska. The route to be followed, is, according to reports, the extension of the present P.G.E. Ry., concerning which negotiations are now proceeding between the B.C. government and the two Canadian transcontinentals. The railway would follow what is known as the famous "A" route of Alaska Highway much advertised publicity to Fairbanks, Alaska. The money it is stated is to be provided by private interests. The present plan contemplates the taking over of 345 miles of government owned rails in B.C. namely the P.G.E. and the building of another 1,000 miles to Fairbanks where it would connect with the Alaska Railroad.

The whole scheme rests on the supposition that British Columbia will sell its present P.G.E. and that right-of-way through B.C. and the Yukon will also be obtained. Such a proposal is probably not looked upon with favor by either B.C. or the Dominion Government, on the ground that any such extension to the Canada-Alaska border should be a Canadian venture sponsored by the present two transcontinental railways. However, in any case, the question of the route to be followed is one that will be sure to arise, and as in the case of the Alaska Highway, the easiest grades and construction of a railway from the U.S. to Alaska is still along the present route of the Alaska Highway. As long as the present terminal of the P.G.E. is at Squamish instead of Vancouver, any attempt to make this road a part of an Alaska railway would entail enormous construction expenditures to connect the 30 mile gap between Squamish and Vancouver along the rugged B.C. coastline. As regards the opening up of new territory, the present Alaska Highway taps a larger area than the P.G.E. could possibly tap in Northern B.C.

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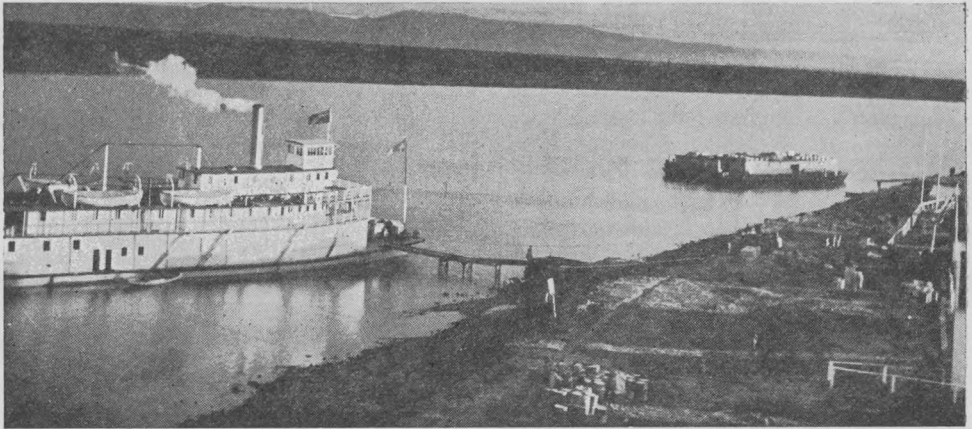
THE S.S. DISTRIBUTOR MAKES HER LAST RUN

Recent press reports, not confirmed, state that the old H.B.C. Distributor has made her last run down river from Fort Smith to Aklavik. With her going a real friend of the North has at last reached the "end of the trail."

The "Distributor" has a real record of service on Canadian rivers. During the construction of the Grand Trunk Pacific Railway into Prince Rupert, she plied between that port and Hazelton up the Skeena River. At the end of that construction she was dismantled and rebuilt at Kamloops, B.C. and then run on the North Thompson River during the construction of the Canadian Northern Railway. From there she was shipped, after being dismantled, to Ft. Smith, N.W.T., to go on the Mackenzie River run down north.

would bring a rush of everyone to the lookout. There was no radio or aeroplanes in those days and she was the only link between those northern posts and civilization 1,500 miles away.

The smoking room of the old Distributor could tell many a story. Perhaps the most interesting would be that of its use for paying treaty money each year to the Indians. This is generally what occurred. On arrival at the post the Indian Agent would sit at a table, flanked on either side by two R.C.M. Police—one a Corporal and



S.S. Distributor pulling in to shore at Canol, N.W.T.

It was quite a trip up the Skeena in those days on the old boat. Leaving Prince Rupert, she had to go almost out to sea in the rough Pacific to get over the Skeena River Bar which often gave its crew and passengers a real rough passage. Then up the Skeena it had to navigate the Kitselas Canon, where again it was rough going. Coming down river from Hazelton "shooting the canon" often made many a passenger wish he was elsewhere, as the boat was just poised at the head of the Canon, jockeyed into the right position and then at the command of the Captain—let go.

Every summer, before the advent of the aeroplane, the coming of the "Distributor," with its 300 or more tons of supplies was looked forward to with eagerness by northern posts. For days a watchman would be posted near the Hudson Bay flag lookout and the eventual cry of "Steamboat"

the other a constable. Nearby would be a large green box, with an enormous padlock for which the Corporal carried an enormous key in his belt. This was the "Treasure Chest" and contained brand new one dollar bills. The reason only one dollar bills were used was due to the fact that the Indians only recognized any bill, whether it was a one, five, twenty or more as being one dollar in value. "Simon" the Indian would step out of the gathering and face the Indian Agent, who would ask, "Well Simon—how much this year?" Simon would count up and say: "Me—wife—nine children." "But you only had five last year" would be the Indian Agent's retort. "Me catch 'em more this year," might be the answer. Gravely, after all preliminary enquiry was finished, the Agent would nod to the Corporal—the Corporal would slowly take the key out of

his belt—stoop down and unlock the box—throw back the lid and bring out a pile of brand new one dollar bills and place them before the Agent. The Agent would count out the number Simon required, pass them over to him and the Corporal would then promptly return the remaining bills to the treasure chest, turn the key, pull it out, replacing it in his belt.

Simon would depart smiling, and Sam would take his place before the Agent. In each case the same procedure was followed. The bills put up on the table, the necessary amount counted and handed over and the remaining bills returned to the chest.

Why was this method paying treaty followed? Who knows—perhaps to impress the Indians as regards the wonderful bounty of the great White King.

Judicial parties also made the annual trip down river on the Distributor to meet out King's Justice along the Arctic Coast. The smoking room was then converted into a Court on arrival at Aklavik, and many an interesting story was heard as lawyers for the prosecution and the defence told the story. Yes—the justice meted out was impartial and right.

In 1929, a judicial party was on the way north. It had reached Fort Smith—but alas the roads across the portage were out and so her departure was delayed. The council for the defense was the late Joseph Andrew Clarke later Mayor of Edmonton. He was taken ill and had to be hospitalized in the comfortable hospital run by the order of the Grey Nuns at Fort Smith. In addition, there was no pilot available at the time, for he had run foul of the law and was being detained by the gendarmes. What to do in this nonplus was a conundrum for the officials. There had to be a defense counsel and there also had to be a pilot to take the boat down river. So a radio message was sent to Edmonton to send out another defense counsel and advantage was taken of the northern court being available to temporarily cancel the detention order which had deprived the "Distributor" of its pilot. To make a long story short, the Distributor got its pilot and went down stream. The defense counsel had yet to appear. As the boat neared Fort Norman, there was the hum of an aeroplane in the far distance, and eventually "Punch" Dickens glided to a graceful landing at the riverbank. The Distributor pulled in too, and the new defense counsel stepped from

the plane, carrying only a small brief case, and boarded the Distributor! The boat whistled, and again headed downstream whilst Punch, after gracefully getting airborne, flapped a wing and headed south. The Court once again had its full quota necessary to dispense King's justice north of 53.

There was a trifle amount of disappointment on the arrival of the defense counsel, for he was also supposed to be carrying a case of something not so legal as his brief case. When asked about it? He in true canny legal language replied: "Yes—I got your message—but there was no money attached," he added. "Who was to pay for it?"

Sarg.: "All right, rookie, what is manoeuvre?"

Rookie: "Something you put on grass to make it green."

She called her boy friend a "Moth" because he always liked to fool around her sweater.

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The Trip of the "Mollie G"

By F. S. WRIGHT

She was an old fur sealing schooner, which had been tied up, with many others of like build at the yards in Victoria since fur sealing went out of fashion by government orders and so were for sale for a song to the first comer.

His name was Smith—perhaps—or even Jones—it does not matter but he had an urge for the sea and visualized the sturdy old "Mollie G" schooner rigged as she was, endowed with a Diesel engine and going exploring along the British Columbia waterways. He knew all about engines but was hazy on navigation, and here is where I entered into the picture. I had been halibuting around Hecate Straits and guessed "I could skipper" the old boat.

He agreed, and so we went a-sailing—a two-man crew. One the skipper, mate, bosun and deckhand—the other, the engineer nursing the old secondhand engine, obtained from a junk dealer, and occasionally helping to "make sail".

We made a landing at Prince Rupert, after a coasting trip north of some 600 miles from Victoria, and by the time we reached port we knew all about the antics of the "Mollie G" in calm and storm. Yes, "Sir", we could handle her in good shape.

We were just in time, for there were two government officials looking for a boat to take them around the Queen Charlotte Islands on an oil shale hunting expedition, and so without much ado, the "Mollie G" started working for the government.

The Queen Charlottes are across the Hecate Straits some 60 miles and most fishermen and others know "She can blow" at times. We had never been around the Charlottes, but figured we could make it.

We left the port of Prince Rupert and instead of taking the long way round through the harbour entrance, started the voyage by going through the Metlakatla passage. This passage is O.K. when the tide is right but it was hardly right when we went through. As the "Mollie G" nosed her way through the passage, first rocks appeared on one side, then after a hasty twist of the helm—again on the other side, so that the old boat almost groaned as she contorted her beams around the rocks. However, notwithstanding the fearsome manner in which rocks slipped by on either

side, we made the passage and headed out to sea. It was a calm day as we crossed the straits and round what was known as the "Rose Spit". Here the two tides meet and kick up a real rumpus of waters, even in fine weather, but notwithstanding the skipper's weakness in navigation and the questionable performance of the engine, the "Mollie G" lived up to a reputation acquired sneaking around the seal islands of the Aleutians, dodging the patrol, and filling up on fur.

Our passengers were quite interested in the scenery and the water and on arrival at the west side of the island began asking many questions of the skipper as to where they were and what was the name of this or that inlet. But the skipper was on his first trip, and each time had to make a quick glance at a fly spotted chart to be able to even make a guess as to the names of the various inlets appearing shorewise. However, the passengers did not know this so were perfectly at rest, especially as small islets appeared loaded up with sea-lions sunning themselves on the rocks and occasionally making a dive to see what this strange vessel was doing.

We camped up various inlets, after navigating the winding rocky channels more by guess than by God, and by this time had some ten tons of shale samples in the hold. In the meantime, our passengers had had a chance to become sea wise and from their attitude we gathered that they were not so sure of their navigators. They had every reason to be critical, for at times we just made it by the skin of the "Mollie G".

At last we arrived at a point called the Skidegate Narrows. This is a narrow channel between Graham and Moresby Islands in the Queen Charlotte group and is a short cut to home, which was at Prince Rupert on the other side of the Straits. We proposed, and they agreed, after some hesitation, that we return home by this route instead of retracing the long route around the Rose Spit.

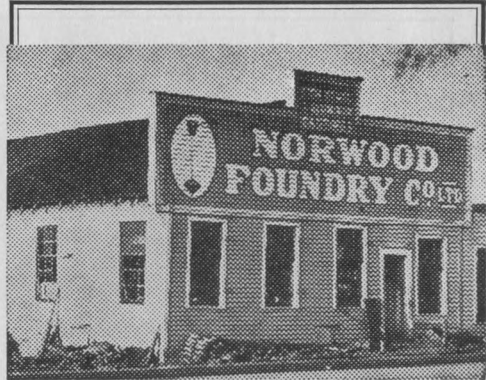
Skidegate Passage is some twenty miles long and has this particular feature—the strong tides running in from the Pacific Ocean from the west, meet the equally strong tides running in from the Hecate Straits at almost half way up the channel. The channel itself is full of rocks and so

narrow that in places one could almost jump ashore. The navigating crew had never made the passage before, but knew that to avoid disaster, the place where the two tides met had to be reached at what is known as "Dead slack water." We got this information from the tidal manual. There is just around five minutes to make the change from one tide to the other. Once the tide turns, the waters come out flowing each way like shots out of a gun.

Up the channel we went, giving a good guess, as to when we should reach the slack water, and luckily the engine kept going and aside from bumping a few rocks and causing much anxiety to our guests, we just managed to make the grade. Going out on the Hecate Straits side was a night mare. It was a case of holding her straight and letting her rip for the first few miles until the channel widened out. Then shoal waters and sandbars gave us still more heartaches as we often had to push her off —no joke with a boat that size and both crew and passengers had plenty to do.

We made the other side, and went into Port Moresby. "The Mollie G" was to have gone down Moresby island also to a place called Buck Point, but our passengers had a change of heart and delicately suggested that the "Mollie G" should proceed back to Prince Rupert, whilst they hired an Indian boat to take them to Buck Point. So the Mollie G set sail for Prince Rupert and arrived home without undue incidents safe and sound with a hold full of precious shale samples.

And the passengers? Well, they turned up later and had a real story to tell. The boat they used to go to Buck Point was wrecked and they had some time in getting ashore. They were very meek and mild in their criticism of the antics of the "Mollie G" as they settled up for the charter. So all was well as the trip ended.



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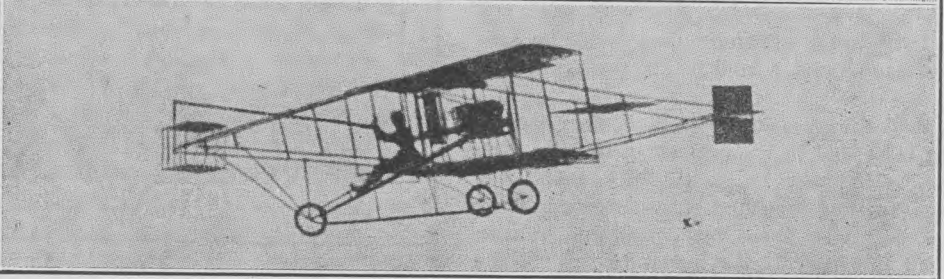
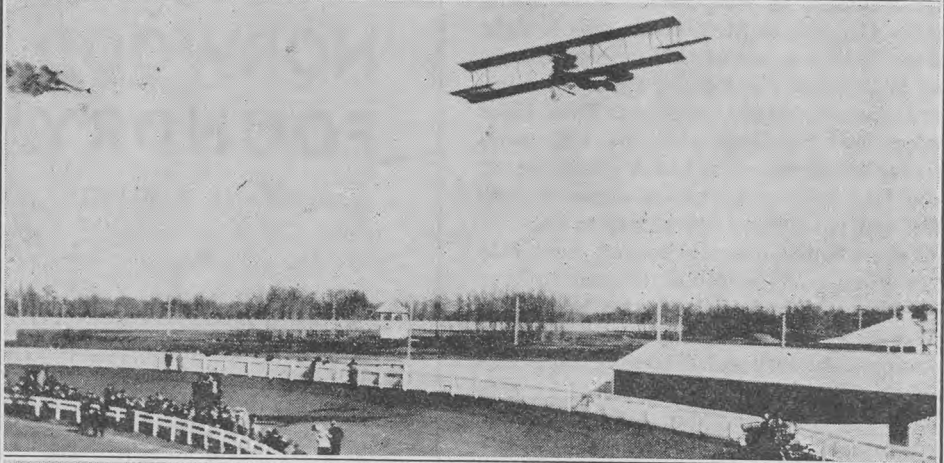
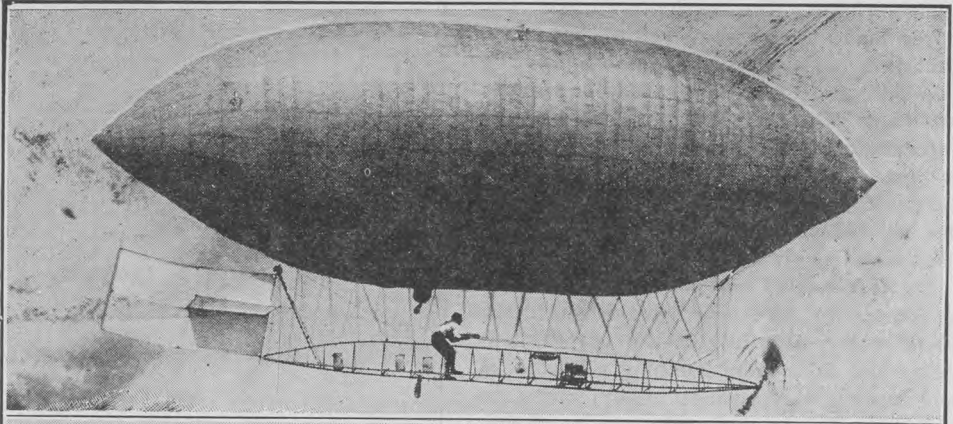
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THE OLD AND THE NEW . . . AIRPLANES OF THE PAST AND PRESENT



Air Pioneers of the West

Just thirty-six years ago, in 1911, a pilot named Robinson staged a flight at the Edmonton Exhibition of that year, and was the first to fly a plane over Edmonton.

It was in July, 1908—thirty-nine years ago, when Roy Robinson also flew a plane at Calgary, but his lighter than air craft was destroyed on the fair grounds when it caught fire and burned.

The next plane to fly in the west was at Winnipeg in 1912 when Jimmie Ward flew his plane at the Winnipeg Exhibition. These were the real old timers of the air in the west. They caused both Edmonton and the other cities to become airminded. The present Edmonton airfield was established by the efforts of the late Mayor K. A. Blatchford, known to all for his great efforts to publicize Edmonton as an air and industrial centre. The Edmonton airport was pretty rough in those days. It was a common thing for planes to alight and then not to be able to get to even the small hangars then provided owing to being bogged down on the air runs. Wiley Post, who made Edmonton a port of call, on his round the world flight, bogged down in the "Winnie Mae" and had to be hauled out onto the pavement of Portage Avenue for a take off. Then came northern development, with Commercial Airways the first air pioneers of the North. They undertook to deliver mail to all the northern points of the then remote North.

There was no radar in those days or other helps to air navigation in the North. Pilots left Edmonton without knowing anything about either weather or other conditions. On floats in summer time and on skies in wintertime. The only time Northerners knew that the mail was on the way was when the plane dropped down onto the river or snow covered shores. Dominion Explorers Ltd. and N.A.M.E. rounded up the pioneer picture and soon planes carrying prospectors were an almost daily feature around the Edmonton airport.

Top: The first plane flying over Calgary in 1908.

Centre: The first plane to fly over Edmonton in 1911.

Lower: The first plane to fly over Winnipeg in 1912.

Bottom: Associated Airways modern charter plane.

Commercial Airways was replaced by Mackenzie Airways and then came Peace River Airways, Yukon Airways, all struggling companies endeavouring to give complete air service to the North and doing a good job in doing so. Then along came the Canadian Pacific Airlines, an amalgamation of these companies, together with several other smaller companies who are now engaged in bush flying.

Amongst them is Associated Airways, founded by Tommy Fox and Dave Dyck, who received their air training at No. 2 Observers' School in Edmonton. The company, formed two and a half years ago, to operate a flying school and to operate charter trips to the great North West, now owns and operates 14 aircraft. In addition it is distributor for Taylorcraft and Fairchild airplanes. It has a staff of experienced instructors for its flying school and pilots experienced in flying the vast sub Arctic regions for its charter trips. Many mercy trips have been made by its airfleet, in one case rushing a doctor and diphtheria serum to the Arctic Coast. The two founders of Associated Airways form an inspiring example to fledgling airmen who wish to make a career of aviation.

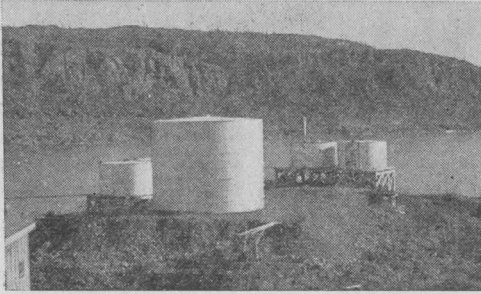
Where Robinson flew in 1911, an enormous airport has been established. It should be called three airports for with the advent of the Americans into World War II, Edmonton's airport was enlarged and has become one of the greatest air centres of the American continent.

WONDERFUL PROGRESS AT LEDUC

New wells coming into being are of almost daily occurrence, and Leduc Oilfield is well on the way to becoming the greatest oil producer in Canada. Things are happening so fast in the field as to make it impossible for a publication of this description to keep up with the pace. Information published today is old news tomorrow. Recently, the field has brought in wells more than one and half miles north of the known field, whilst another well has added two miles more to the potential area to the west, with another well adding to the southern end of the field's extension another half mile or more.

And the lead dog of the husky team was the only one that got a change of scenery.

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BEAULIEU YELLOWKNIFE INCREASES MILL TONNAGE

The mill at the Beaulieu has now been stepped up to handling 90 tons daily. The mill has a capacity of 100 tons daily. It is expected that the first gold brick will be poured during December. Ore is being derived from development and the 201 foot raise. It is stated more high grade ore values have been obtained whilst raising was in progress.

OIL SAND STORY IN FIGURES

The 1947 government report has a statement under the heading:

"Statement of receipts and payments re agreement between the Government of Alberta and Oil Sands Limited (page 260 Public Accounts, 1947).

It shows Jan. 1st, 1946—cash in bank \$35,211.85. Receipts from Post War Reconstruction Fund \$300,000,000. Other sources \$17,863.84. Total \$353,075.69.

It shows payments of \$318,950.03 leaving cash balance Dec. 31st, 1946 of \$34,125.66. Of the first sum \$8,750.00 is a payment of 25% deposit on contract made with the Brown Steel Tank Co. Ltd. and S. Born. The cash balance would therefore just about meet the further payment to be made under the contract.

So the Oil Sand Experiment evidently started with a clean zero sheet as at Jan. 1st 1947. It had no money available.

In March the cabinet asked the legislative to validate a \$100,000 order in council already expended as above. The legislature validated the same.

This brought the amount expended pre-

sumably under orders in council since 1945 to \$400,000 at the end of 1946 fiscal year (March).

An interim financial statement has now been issued by the provincial auditor for the first six months of 1947—to the end of September. On page 10 of this report under the item of "payments" appears "advances to Oil Sands Limited \$150,000."

Think it over. It is still an experiment. The plant is still not completed. The end of the story has yet to be told the taxpayers of Alberta.

NEW FIND AT ENNADAI LAKE

Ennadai Lake is 200 miles north-east of Stoney Rapids at the east end of Lake Athabasca. It is stated that the Don Cameron Exploration Co. which has been actively exploring this area for the past two years have made interesting finds in gold showings. It is stated that two of its prospectors panned heavy gold from float over a distance of some 1,000 feet along the edge of a swamp. It is stated that material recovered assayed from 0.13 oz. to 1.69 oz. to the ton. Gold was found by panning over a distance of two miles. A total of 12 square miles has been staked by the company covering part of Long Lake and part of Ennadai Lake and intervening areas. This company prospects by means of short distance aeroplane hops, where anything like mineral formation as seen from the air is later submitted to ground prospecting.

Economy is a way of spending money without getting any fun out of it.

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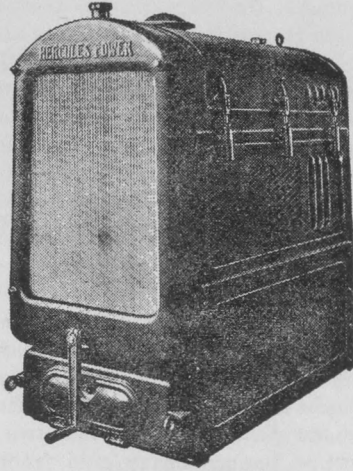
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THE GOVERNMENT AND THE OIL SANDS

The Edmonton Journal, March 27th, 1947. Said Mr. Page, in the Provincial Legislature—"We started out by voting \$250,000 for this development project. Then there was another \$150,000, now another \$100,000 is asked for. That is a lot of money. I still don't know where the end will be."

Said the Hon. W. A. Fallow: "The government received the best of technical advice available in the country before it embarked upon this scheme;" and further stated: "It is in the best interests of all of us that we demonstrate beyond a doubt that the sands can be tapped economically and that there is an inexhaustible supply of oil".

Said Mr. Maynard, Attorney General: "Unexpectedly higher prices of equipment was responsible for the order in council authorizing the present \$100,000. Waiting for the house to authorize the amount would have meant further delays extending well on into 1948. As it is the government hopes that there will be definite activity at the project this year (1947)." "The government is well protected. If the project fails the government gets title to the patents held by Oil Sands Limited and the holdings at the site."

Said Mr. Fallow: "The government would turn the lands and the production 'know how' over to private interests, once it had proved the contentions. Only, if private enterprise refused to develop the area, would the government undertake the commercial development of the field."

Since the above discussion occurred, the government, it is stated has proposed a further Order in Council for another \$250,000 to be added to the \$500,000 already expended.

The Dominion Government after expending some \$2,500,000 on solving the same question has officially stated that under present oil production conditions, commercial extraction of oil from Alberta Oil Sands is not feasible, although a process for extraction had been obtained.

It is to be noted that the Hon. W. A. Fallow states that his government has received the best technical advice available—yet in the face of this—it could not have known what the cost of the project was going to be, in as much, as it first evidently placed the cost at \$250,000. Then another \$150,000 was added. Then a still further \$100,000, and now it is suggested that at least \$500,000 more will be required.

GETTING CIVILIZED

Alaska is getting "civilized" says an old timer. He adds, we used to believe in the open latch on the door, but not now since we have civilization in the form of all kinds of people working for construction companies. "This is a busy little town these days, everything seems to go, and we even lock the door in the daytime against some of these fellows who take their simple pleasures by slipping in back doors, snitching the grocery money and anything else they can lay their hands on."

"Yes," he concludes, "Alaska is becoming civilized."

Here's to the man of 60 or past
Who lived his life and lived it fast.
Here's to the girl of twenty-four
Who sat on his lap and asked for more.
But all he could do was buzz and buzz
And tell her what a good wuzzer he was.

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Alberta Highway Construction

In the last issue of the *Nor West Miner*, it was stated that under a general highway construction plan recommended by the United States-Canada Highway Assn., the estimated road mileage to be constructed in Alberta for permanent hard surfaced highway amounted to 1,822 miles. The cost of building the same was placed at around \$45,000,000. The type of construction upon which the estimate was based was as follows:

Bituminous treated gravel, with a 6-inch stabilized gravel sub surface base, a 32 foot crown, a 4 ft. shoulder and a 24 foot pavement.

This type of road was stated to be necessary if Alberta is to reap full benefits from the enormous potential tourist and other traffic which such roads would make possible. Seeing that four of the great National Parks of Canada are within the boundaries of Alberta, there can be no argument that such roads would bring profitable revenues to Alberta.

In 1946, the Alberta Government collected some six millions of dollars directly from road users. It expended some three and a half millions on new construction and maintenance.

In 1947 the government announced that it was expending some nine million dollars on roads in Alberta, but it can safely be assumed that this objective has not been reached.

The piecemeal building of roads in Alberta has gone on for many years under various governments and today—according to the 1946 annual report these roads are valued at \$50,000,000. The actual value of the same is no doubt much less, for the simple reason the type of construction followed necessitates constant maintenance and in many cases re-routing almost entirely. For instance the Calgary Highway has been a real example over a period of years of how useless it is to build without an eye for future requirements. At least \$11,000,000 has been expended on it, enough in the first place to pave the entire distance. It still is not a real highway.

The question of financing the \$45,000,000 required could, without a doubt be overcome by the issuance of 40-year bonds at 3 or less per cent, secured by the yearly hypothecation of part of the present motor

revenue collected in the form of taxes on an amortization basis.

With that fund in hand—contracts could be let in large sections to contractors who have the equipment and are capable of handling this work on a large scale and within two years Alberta could have highways second to none.

The government has a post war reconstruction fund set aside which at the end of the 1946 fiscal year amounted to three and a half million dollars. It used some \$645,000 of this fund for main highways and bridges, thus setting up a precedent that it considered such expenditures within the province of that fund. This should be available, in addition to motor revenues and gas tax, for the above purpose. It should be noted that one million dollars of this fund is being allotted to expenditure on tar sand experiments, which are of doubtful value as to production of commercial oil.

It should also be noted that the Dominion Government might contribute to the cost of such a highway program, as it did in pre-war years, when it furnished 40 per cent of the cost of main highways built in Canada on specifications set down by its public works department.

URANIUM INFORMATION FOR PROSPECTORS

A pamphlet, recently published at Ottawa by the Bureau of Mines on uranium and thorium minerals is now available. It is especially written for prospectors by H. S. Spence and relates the broad facts as to character, mode of occurrence and means of distinguishing uranium minerals. Copies can be obtained by addressing the Bureau of Mines, Ottawa.

OVERSEAS AIRMAIL POSTAGE

The Post Office states that many people are in the habit of understamping overseas airmail with the result that either double postage has to be collected or mail is delayed for more postage.

The following are the rates:	¼ oz.
United Kingdom, Ireland,	
Europe and Hawaii	15c
Bermuda, West Indies,	
Latin America	10c
Australia, New Zealand, Guam, Phillipines, Oceania, Asia, Africa.....	25c
Canada Air Letters—	
United Kingdom	10c
Other countries	15c

GIANT ORE RESERVES

Giant Yellowknife ore reserves, according to official statements are:

350,000 tons averaging 0.58 ozs. uncut grade.

50,000 tons averaging 0.45 ozs. uncut grade.

60,000 tons averaging 0.53 ozs. uncut grade.

300,000 tons averaging 0.44 ozs. uncut grade.

750,000 tons averaging 0.25 ozs. uncut grade.

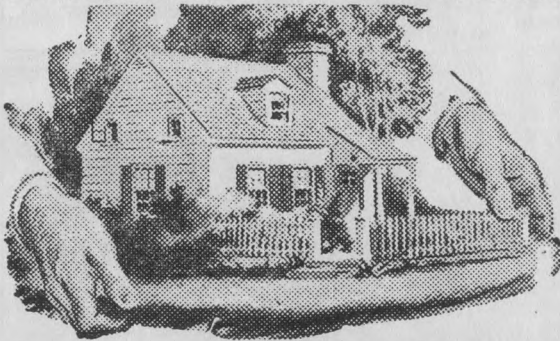
Total 1,510,000 tons.

At the present time the first milling unit is under construction with a capacity of treating 500 tons daily. Crushing plant capacity of 150 tons an hour sufficient for a 1,500 to 2,000 ton mill has been completed, also the excavation for a second 500 ton milling outfit. Pending completion of the Snare River Hydro plant, a diesel standby plant has been installed of sufficient capacity to supply the initial milling period commencing early in 1948. A further increase in oil storage tankage has enabled an increase in available supplies of diesel fuel and bunker heating of around 700,000 gallons.

The company has current assets of \$1,155,223, against current liabilities of \$478,112 as at June 30, 1947. Under deferred accounts receivable the company has some \$568,433 coming from the Dominion Government, refund of monies advanced by the company in connection with the development of the Snare river power plant. **Diversified Mining Interests Ltd.**

Mining plant at camp has been housed in and heating installed. Shaft is to be deepened to 550 feet this winter with new levels at 325 and 500 feet. This is an Indin Lake property.

It is understood that an appropriation is being included in the 1948 Dominion Estimates for the extension of the Hay River road to Mills Lake the head of navigation on the Mackenzie River. This will extend the open water navigation season down the Mackenzie to the Arctic by nearly six weeks. The Mackenzie River ice goes out some four to six weeks earlier than in Great Slave Lake. This is due to the fact that the ice in Great Slave Lake does not discharge itself into the Mackenzie, but decomposes and sinks in the lake.



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Mining Assessment Work

Representation work to be done on claims in the Yellowknife district has to be of the value of \$100 per claim. This does not sound out of the way, but further restrictions added thereto are not so hot from the prospectors' point of view. For instance before such work can be passed for inspection it has to follow various classifications, which are checked up by two inspectors with headquarters at Yellowknife. One of these is that in solid rock, the work must consist of a hole 6 feet by 6 feet by 3 feet deep. Similar regulations are made as to how much loose rock, gravel or sand moved constitutes a \$100 worth of work.

When a claim is staked by a prospector, he usually does not confine the work he does to one showing, unless it is of an outstanding prospect. Instead he will cover his whole claim, doing a little work here and there, where indications look favorable, so that he can get a picture of what prospect the claim has of producing values. This work however, does not count under present day inspection methods. No sir—he has to show a hole in the ground regardless of whether that hole might be on ore or not.

Some may contend this is a good regulation as it prevents blanketing of large areas of mining ground by one person or group. It does, however prevent the ordinary prospector effectually covering his whole claim for surface showings, as this means work that does not count as regards assessment.

“How did the Smith wedding go off?”

“Fine until the parson asked the bride if she'd obey her husband.”

“What happened then?”

“She replied, ‘Do you think I'm crazy?’ and the groom, who was in a sort of daze, replied, ‘I do.’”

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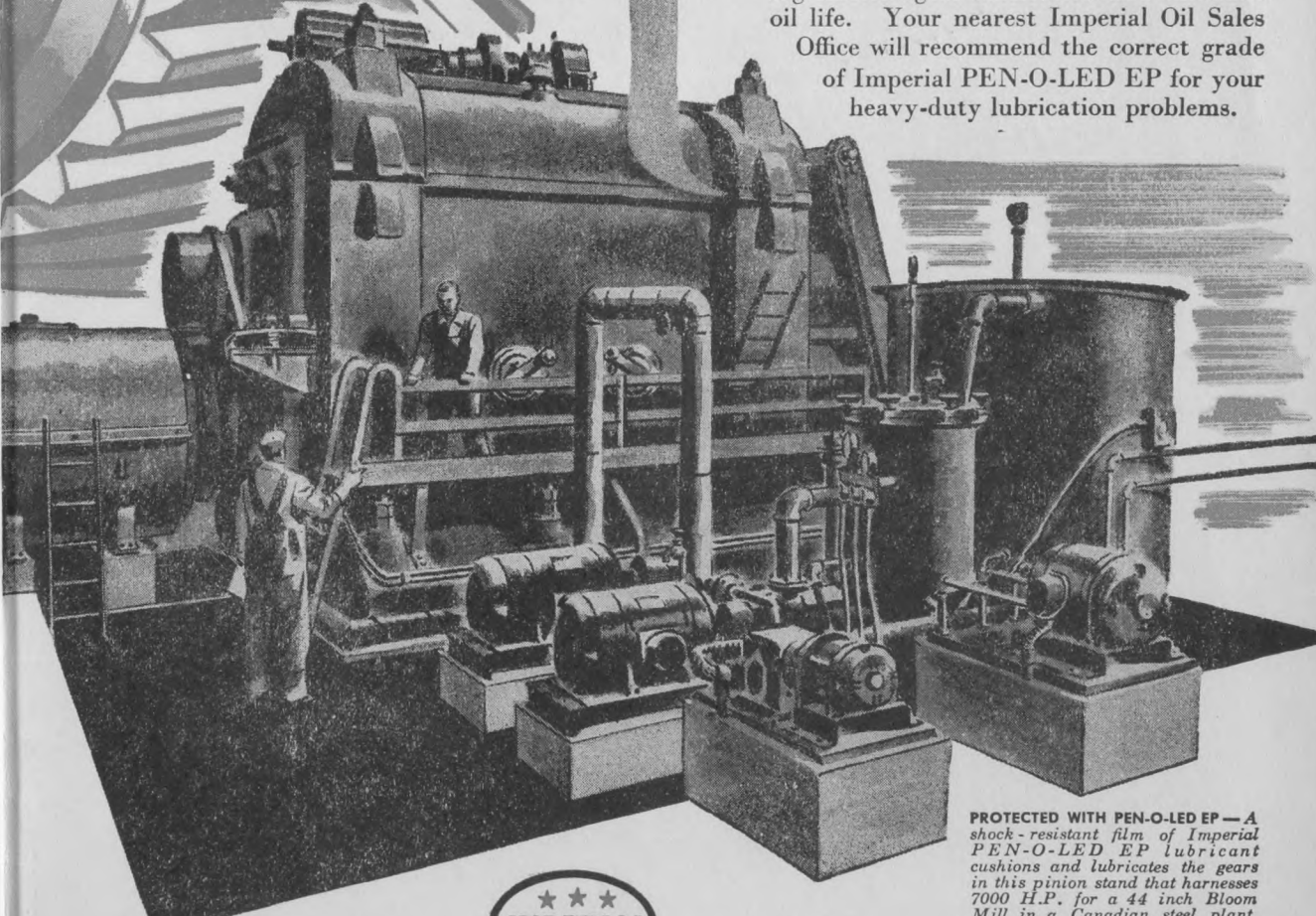
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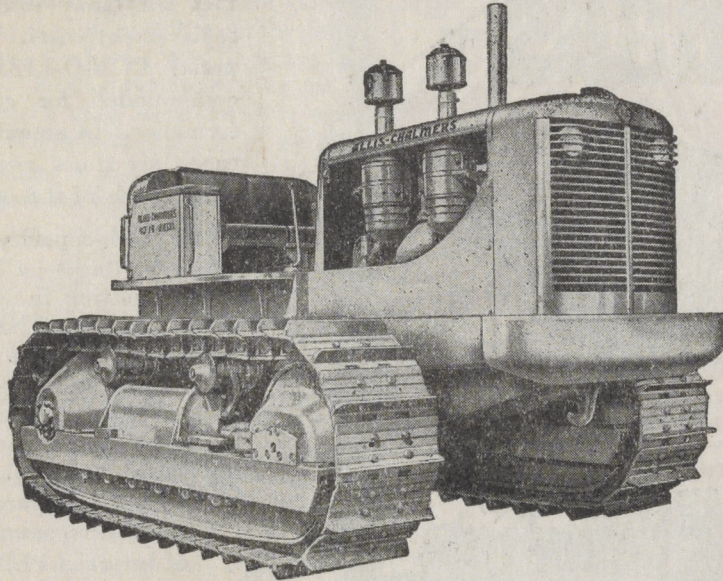
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